King County
Department of Natural Resources and Parks • Wastewater Treatment Division
Environmental Services • 201 South Jackson Street, MS KSC-NR-0505
Seattle, WA 98104-3855

DETERMINATION OF NONSIGNIFICANCE

TITLE OF PROPOSAL: Loop® Vehicle Maintenance Facility Project

DESCRIPTION OF PROPOSAL: The King County Wastewater Treatment Division (KCWTD) proposes to build a new vehicle maintenance and staging facility in North Bend, WA. The proposed facility will consist of an approximately 12,000-square-foot building housing a vehicle maintenance shop and crew quarters, and a vehicle maneuvering and parking yard with the capacity for 14 trucks and 13 personal vehicles. The facility may also include a vehicle wash station. The project site will contain a stormwater treatment and infiltration facility and a dense vegetative buffer of existing forest and native landscaping. Project construction is scheduled to begin in late 2017, and the facility is scheduled to open by the end of 2018.

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: The proposed project is located in North Bend, WA, approximately 2 miles east of the city center, between SE 144th Street and SE 146th Street east of 468th Avenue SE. It will occupy King County Parcel Numbers 2267500040 and 2267500030.

SEPA Responsible Official:	Mark Isaacson
Position/Title:	Director, King County Wastewater Treatment Division
Address:	201 South Jackson Street, MS KSC-NR-0501 Seattle, WA 98104-3855
Date: April 10, 2017	**Signature:** for Mark Isaacson
Proponent and Lead Agency:	King County Department of Natural Resources and Parks Wastewater Treatment Division
Contact Person:	Jacob Sheppard, Water Quality Planner King County Wastewater Treatment Division 201 South Jackson Street, MS KSC-NR-0505 Seattle, WA 98104 phone: (206) 477-5395; e-mail: jacob.sheppard@kingcounty.gov
Issue Date:	**April 19, 2017**

The State Environmental Policy Act (SEPA) lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist, the environmental reports listed in Section A.8 of the environmental checklist, and other information on file with the lead agency. This information is available to the public on request.

☒ This Determination of Nonsignificance (DNS) is issued under WAC 197-11-340 (2); the lead agency will not act on this proposal for 14 days from the issue date. **Comments must be submitted by May 3, 2017.** Submit comments to Katherine Fischer, Supervisor, Environmental Services, King County Wastewater Treatment Division, 201 South Jackson Street, MS KSC-NR-0505, Seattle, WA 98104-3855. Contact Jacob Sheppard, Water Quality Planner, at (206) 477-5395 or jacob.sheppard@kingcounty.gov for questions or information on how to submit comments electronically.

☒ The King County Wastewater Treatment Division recently submitted a land use permit application to the City of North Bend for the proposed project, thus there is no administrative appeal of this DNS pursuant to RCW 43.21C.075, WAC 197-11-680, KCC 20.44.120, and King County Public Rule 7-4-1. The public rule may be viewed at http://www.kingcounty.gov/about/policies/rules/utilities/put741pr.aspx or contact Jacob Sheppard, Water Quality Planner, at (206) 477-5395 or jacob.sheppard@kingcounty.gov to obtain a copy of the rule.

[Statutory authority: RCW 43.21C.110. 84-05-020 (Order DE 83-39), §197-11-970, filed 2/10/84, effective 4/4/84.]

King County
Department of Natural Resources and Parks
Wastewater Treatment Division
King Street Center, KSC-NR-0505
201 South Jackson Street
Seattle, WA 98104

Environmental Checklist

for the

Loop® Vehicle Maintenance Facility Project

April 7, 2017

Prepared in compliance with the State Environmental Policy Act (SEPA) (RCW 43.21C), the SEPA Rules (WAC 197-11), and Chapter 20.44 King County Code, implementing SEPA in King County procedures.

This information is available in accessible formats upon request at (206) 477-5371 (voice) or 711 (TTY).

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

King County Loop® Vehicle Maintenance Facility Project

2. Name of applicant:

King County Department of Natural Resources and Parks
Wastewater Treatment Division

3. Address and phone number of applicant and contact person:

King County Department of Natural Resources and Parks
Wastewater Treatment Division
Environmental Services Unit
KSC-NR-0505
201 S. Jackson Street
Seattle, WA 98104

CONTACT: Jacob Sheppard, Environmental Planner
Phone: (206) 477-5395
Email: jacob.sheppard@kingcounty.gov

4. Date checklist prepared:

April 7, 2017

5. Agency requesting checklist:

King County Department of Natural Resources and Parks
Wastewater Treatment Division

6. Proposed timing or schedule (including phasing, if applicable):

Project construction is scheduled to begin in late 2017. The facility is scheduled to open by the end of 2018.

7. Do you have any plans for future additions, expansions, or further activity related to or connected with this proposal? If yes, explain.

No

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Herrera Environmental Consultants, Inc. Phase I Environmental Site Assessment Report, December 2014.

American Forest Management. King County Loop Facility Tree Inventory/Tree Protection Plan, June 2016.

Equinox Research and Consulting International, Inc. Archaeological Investigation Report, September 2016.

Parametrix. Preliminary Drainage Report, September 2016.

Soil & Environmental Engineers, Inc. Report of Geotechnical Investigation, September 2016.

KPG. King County Loop Maintenance Facility Traffic Impact Analysis, January 2017.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None known

10. List any government approvals or permits that will be needed for your proposal, if known.

City of North Bend

- Land Use Permits, including:
    - Site Plan Approval
    - Performance Standards Approval
    - Certificate of Concurrency
    - Landscape Regulations Approval
    - Street Frontage Improvements Approval
- Building Permits, including:
    - Stormwater Management Regulations Approval
    - Right-of-Way Use Permit
    - Clearing, Grading, Filling and Drainage Permit
    - Sign Permit
    - GIS Submittal Approval
- Sewer Permit

Eastside Fire and Rescue

- Fire Department Approval

Washington Department of Ecology

- National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit

Washington Department of Labor and Industries

- Electrical Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

King County proposes to build a new vehicle maintenance and staging facility in North Bend, WA. The facility will support the fleet of trucks used to transport Loop® biosolids, a fertilizer and soil amendment that is recovered during the wastewater treatment process at the County's wastewater treatment plants. Most of the trucks that will use the new facility transport Loop® from the County's treatment plants in Seattle, Renton, and Woodinville, to farms and managed rangelands in Eastern Washington. King County is proposing to build this facility as a replacement for its current maintenance and staging facility in Seattle, which is inadequate in size and functionality and will be unavailable for use after 2018.

The proposed facility will consist of a vehicle maintenance shop, crew quarters, offices, and a vehicle maneuvering and parking yard. The shop and crew quarters will be located within an approximately 12,000 square-foot building. The facility may also include a vehicle wash station. The trucks to be supported by the facility are approximately 75-foot-long dump trucks with pup trailers. Trucks will park, stage, and maneuver on an asphalt pad surrounding the building. The facility will have space available to stage up to 14 trucks, as well as up to 13 personal vehicles. The facility will be built on an approximately 6.25-acre lot. Nearly all of the trucks that will use the new facility currently re-fuel at fueling stations in the immediate vicinity of the proposed facility site.

The new facility will also include a stormwater treatment and infiltration facility and a dense vegetative buffer of existing forest and native landscaping. King County is targeting a US Green Building Council Leadership in Energy and Environmental Design (LEED®) Platinum rating for this project.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposed project is located in North Bend, WA, approximately 2 miles east of the city center, between SE 144th Street and SE 146th Street east of 468th Avenue SE. The project will occupy King County Parcel Numbers 2267500040 and 2267500030, which are located in NW Quarter-Section, Section 19, Township 23 North, Range 9 East. The legal description of the real estate is as follows:

> Lots 3 and 4, Edgewick Village, according to the plat thereof recorded in volume 116 of plats, pages 41 and 42, in King County, Washington; Together with and undivided interest in Tract A of said plat.

See Figure 1 for a vicinity map of the project.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____.

b. What is the steepest slope on the site? (approximate percent slope)?

Slopes on the site are fairly uniform at approximately 6%.

c. What general types of soils are found on the site? (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

In general, the site is covered by a thin layer of forest duff and 6 to 12 inches of topsoil, underlain by a 1- to 1.5-foot layer of sand. The sand is in turn underlain by a mixture of sand and gravel.

Neither the project site nor its surroundings contain agricultural land of long-term commercial significance.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Approximately 4 acres of the approximately 6.25-acre lot will be cut and graded in order to install concrete foundations for the maintenance and crew building, pave the staging and parking areas, build driveways entering and exiting the site, and create a storm water treatment bioswale and infiltration pond. In addition, trenches will be cut and filled in order to install utility lines on the site.

Approximately 15,000 cubic yards of soil will be cut, and approximately 2,200 cubic yards of fill will be used on the site. For all excavation activities, subsequent backfill will consist of native soil to the greatest extent possible, supplemented by clean fill when required by permit conditions or engineering specifications.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Some localized erosion could occur during clearing and construction. However, erosion control measures will be used to minimize the potential for this to occur. See Section B.1.h below for typical Best Management Practices (BMPs) and other measures that could be utilized to minimize the potential for erosion. Erosion is not expected to occur as a result of the completed facility.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 50% of the site will be covered with impervious surfaces after project construction, including approximately 0.25 acres of buildings and approximately 2.75 acres of asphalt.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Temporary erosion and sedimentation control measures will be employed throughout project construction, including prior to all clearing, excavation, filling, grading, and other soil-disturbing activities in the project area. These control measures will be identified in the project plans and construction specifications and will be implemented as required by the City of North Bend and other permitting agencies.

Typical measures that may be used include installing filter fabric fences and other sediment barriers, placing silt traps in storm drain inlets, covering soil stockpiles and exposed soils, and using settling facilities to prevent sediment from leaving the site.

Additional best management practices (BMPs) and other measures could include the following:

- Designation of personnel to inspect and maintain temporary erosion and sediment control measures
- Use of appropriate means such as stabilized entrances and wheel washes to minimize tracking of sediment onto public roadways by construction vehicles
- Regular street cleaning for mud and dust control
- Disposing of excess excavated soil at an approved disposal site as soon as practical
- Restoration of disturbed areas by repaving or replanting as soon as practical after construction is completed

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Project construction will involve temporary air emissions, including diesel exhaust from construction equipment and dust generated by earth-moving activities. When the project is completed, the primary source of air emissions from the facility will be diesel exhaust from approximately 24 trucks entering and leaving the facility per day. The majority of these trucks already pass through the vicinity of the project site to re-fuel. Trucks will idle only minimally while on site.

Loop® biosolids may emit odor while trucks are staged at the facility. The facility's setback distance from adjacent properties and public rights of way makes it unlikely that odor from the Loop® product will be detectable in the surrounding area. At the current truck maintenance facility in Seattle, WA, one odor complaint has been filed with King County in over 20 years of facility operation.

See Attachment 1 for a King County Greenhouse Gas Emissions Worksheet prepared for the project.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no known off-site sources of air emissions or odors that may affect the project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

During construction, BMPs will be implemented to control dust. Types of BMPs that will be used may include street sweeping, watering exposed soil surfaces, and covering soil stockpiles to help minimize the amount of fugitive dust and particulate pollution to the surrounding areas.

Construction equipment-related emissions will be reduced by requiring proper maintenance of equipment, using electrically-powered equipment where practical, and avoiding prolonged idling of vehicles and equipment.

Trucks carrying Loop® biosolids will be covered while at the facility, which will reduce odors. Additionally, the completed facility will be set back a sufficient distance from surrounding properties and public rights of way to make detectable odors unlikely.

3. Water

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, or wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The project will not require any work over, in, or adjacent to any water bodies.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge material would be placed in or removed from surface waters or wetlands.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Ground Water:

1) Will ground water be withdrawn, from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses, and approximate quantities withdrawn from the well. Will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

The project will not involve ground water withdrawal.

Storm water runoff from the completed facility will be cleaned and returned to the soil and ground water through the bioswale and infiltration pond. The site is within a Critical Aquifer Recharge Area, and will comply with the City of North Bend's critical area performance standards.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material will be discharged into the ground from septic tanks and other sources.

c. Water Runoff (including storm water):

1) Describe source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

At present, there is little or no runoff from the site to adjacent properties or rights of way; storm water generally infiltrates completely. Storm water runoff from SE 144th St., uphill from the property, is intercepted by a vertical curb and gutter and drained by catch basins into the local conveyance system.

During construction, storm water drainage patterns may be altered due to vegetation clearing and surface compaction. Storm water runoff during construction will be managed to prevent runoff from leaving the site using storm water BMPs such as those described below in B.3.d.

When the project is completed, storm water will run off from the building roof and impervious staging and parking areas, and will drain to the bioswale and infiltration pond located at the site's lowest elevation in the southwest corner of the property. With the exception of limited runoff from the proposed driveway on the south side of the project site, runoff from the project site will not enter the downstream conveyance system.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Runoff from the parking and staging areas has the potential to contain small amounts of motor oil, diesel fuel, hydraulic fluid, or other materials typical of parking areas and roadways. The site's bioswale will provide basic water quality treatment to site runoff prior to infiltration. Waste materials from within the vehicle maintenance building, and from the vehicle wash station if included, will be contained within the facility and disposed of properly.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

Drainage patterns on the site itself will be altered from the addition of impervious surfaces and surface conveyance of storm water runoff to an infiltration pond. The facility's storm water bioswale and infiltration pond will have sufficient capacity to treat and infiltrate storm water runoff up to and including the quantity expected in a 100-year rainfall event. As a result of the facility's on-site storm water management, the proposed project will not affect drainage patterns in the vicinity of the site.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Storm water management during and after construction will comply with all applicable permits and government approvals, including requirements and guidelines from the City of North Bend, King County, and Ecology. In particular, King County will meet performance standards for the Critical Aquifer Recharge Area within which the project site is located.

Storm water management BMPs will be used during construction to control storm water runoff. Examples of typical BMPs that could be used during construction are presented in Section B.1.h above. Additional construction BMPs that could be implemented to prevent introduction of contaminants into ground water during construction include:

- Storing fuels and other potential contaminants in secured containment areas
- Containing equipment, materials and vehicle wash water associated with construction
- Conducting regular inspections, maintenance, and repairs of fuel hoses, hydraulically operated equipment, lubrication equipment, and chemical/petroleum storage containers
- Maintaining spill containment and clean up material at construction sites
- Establishing a communication protocol for handling spills

The completed facility will include a bioswale and infiltration pond that will capture all storm water runoff from the parking and staging areas of the site, clean it, and return it to the soil and ground water. The County will monitor and maintain the storm water management facilities regularly in order to ensure their continued functionality. If a vehicle wash station is included, all washwater will be contained, collected, and either recycled or discharged to the sanitary sewer in compliance with local regulations for sanitary discharge.

4. Plants

a. Check or circle types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other: bitter cherry, black cottonwood
evergreen tree: fir, cedar, pine, other
shrubs: salal, Oregon grape
grass
pasture
crop or grain
orchards, vineyards, or other permanent crops
wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
water plants: water lily, eelgrass, milfoil, other
other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Approximately 4 acres of vegetated land will be cleared to build the proposed facility. The majority of vegetation to be removed consists of recently logged, 15- to 20-year-old Douglas-fir. Of the trees to be removed, approximately 25 have a diameter at standard height (DSH, or 4.5 feet above the ground surface) of at least 15 inches, qualifying them as "significant trees" according to City of North Bend tree retention regulations. Approximately 75% of significant trees surveyed on the project site will be retained.

c. List threatened or endangered species known to be on or near the site.

There are no threatened or endangered plants known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The north and east boundaries of the project site are protected by a 50-foot-wide Native Growth Protection Easement, which will be preserved after project completion with the exception of a driveway for site access on the north side of the property. The existing forest stands on the west and south boundaries of the project site will be preserved as well, with the exception of another driveway for site access on the south side of the property. All of the significant trees surveyed on the project site are within these perimeter stands; no significant trees were identified in the site interior.

Construction activities will follow vegetation protection BMPs including:

- Minimizing clearing to the extent necessary to complete the project
- Clearly marking the extent of clearing before construction begins
- Installing and maintaining tree protection fencing at the clearing limits such that significant trees to be retained are protected from construction

disturbance for a radius of 1 foot from the trunk for every 1 inch of the tree's DSH (for example, a 50-inch DSH Douglas-fir would be protected from disturbance within a radius of 50 feet)

- Replanting vegetated areas as soon as practicable after construction activities are complete

The west and south boundaries will be planted with additional native species in order to provide a dense natural screen for the facility from surrounding properties. All new landscape plantings within the site's interior will be native Pacific Northwest species, selected for adaptation to the different growing conditions present across the project site, including shaded areas within and adjacent to existing stands of mature trees, sunny areas within new landscape buffers and parking lot plantings, and seasonally wet areas within the bioswale and infiltration pond.

e. List all noxious weeds and invasive species known to be on or near the site.

The interior of the site contains Himalayan blackberry, Scotch broom, and English holly.

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

The species listed on Washington Department of Fish and Wildlife's (WDFW's) Priority Habitats and Species list known to be near the site include Elk and Northern Spotted Owl. The site is located on the lower slopes of the Central Cascades mountain range, which contains extensive, relatively undisturbed natural habitat, and therefore it is possible that numerous animal species currently use the site. Animal species observed on the site include Northwestern Crow and Columbian black-tailed deer.

b. List any threatened or endangered species known to be on or near the site.

The Northern Spotted Owl is listed as Threatened under the Federal Endangered Species Act (ESA). It is listed as Endangered by the State of Washington. The project site has not been designated Critical Habitat for Northern Spotted Owls under the ESA, nor does it contain the primary constituent elements for critical habitat. WDFW has confirmed that there is no known owl habitat on the site, and that Northern Spotted Owl habitat is unlikely to be affected by the project.

The project site is also within the ranges of occurrence of Marbled Murrelet (ESA – Threatened), Yellow-billed Cuckoo (ESA – Threatened), Gray Wolf (ESA – Endangered), and North American Wolverine (ESA – Proposed

Threatened). However, none of these species are known or suspected to use the site.

c. Is the site part of a migration route? If so, explain.

The project site is within the Pacific Flyway avian migration route. The site is also within the winter range of the North Rainier Elk herd, which migrates from higher elevations in the Cascades down to snow-free habitat in winter, and may be present on or in the vicinity of the site.

d. Proposed measures to preserve or enhance wildlife, if any:

Native forest stands on all four sides of the property will be preserved and enhanced, which will provide habitat for birds, small mammals, and other wildlife.

e. List any invasive animal species known to be on or near the site.

None known

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, woodstove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The completed maintenance facility will use electricity, solar power, and either natural gas or propane. The facility will require energy for heating, lighting, and the operation of maintenance equipment.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The completed facility would not affect the potential use of solar energy by adjacent properties.

c. What kind of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

King County will be targeting a LEED® Platinum rating for this project. The following is a list of energy conservation features that may be included in the completed facility:

- Rooftop photovoltaic cells (solar energy)
- Ceiling fans for cooling in garage bays
- Solar-reflective roofing to reduce heat gain

- Architectural design to leverage daylight as much as feasible
- Efficient building envelope for office and crew quarters
- Monitoring and verification devices to improve energy use patterns
- Dedicated parking for low-emissions vehicles and carpools
- Facilities to support commuting by bicycle

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

1) Describe any known or possible contamination at the site from present or past uses.

There is no known contamination at the project site. The site was previously used for timber production and harvest, and is unlikely to be contaminated.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no hazardous chemicals or conditions in the vicinity that might affect project development or design. There are properties with underground storage tanks in the vicinity but all are downgradient from the project site and would not affect the site itself. There are no known hazardous liquid or gas transmission pipelines in the project vicinity.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Construction-related materials such as fuel and hydraulic fluid will be stored and used on site during construction. BMPs will be implemented during construction to minimize the potential for spills or mechanical failures to occur, and to minimize the potential for adverse effects from hazardous chemicals to workers or nearby residents.

After construction is completed, staff will properly store and use fluids and chemicals associated with truck maintenance, including engine oil, hydraulic fluid, other lubricants, and cleaning agents.

4) Describe special emergency services that might be required.

None

5) Proposed measures to reduce or control environmental health hazards, if any:

As described in items B.1.h and B.3.d. above, BMPs and other measures will be used to avoid or contain and control any accidental spills or releases of hazardous materials during project construction. Project plans and construction specifications include measures to safely handle and dispose of contaminated materials. No sources of contaminated materials are known to be on the project site. However, if unexpectedly encountered during construction, contaminated materials will be removed from the work area and transported to a permitted disposal site.

The contractor will also prepare a health and safety plan as a deliverable for the proposed project prior to the start of construction. This plan will comply with all applicable health regulations and will detail measures to control environmental health hazards.

Once operational, facility staff will adhere to environmental safety requirements and guidelines as prescribed by King County and the private contractor that will operate the facility. These requirements and guidelines will include BMPs for the proper storage, handling, disposal, and clean-up of hazardous materials.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Noise in the project area will not affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction noise will likely exceed existing background noise levels. Noise levels will vary depending on the specific equipment used for particular activities. Based on previous construction projects, typical noise levels can be expected to range from about 70 to 90 dBA measured at a distance of 50 feet from the source. Throughout project construction, short-term, intermittent construction related noise may include engine and mechanical equipment noises associated with the use of heavy equipment

such as bulldozers, excavators, cranes, haul trucks, generators, chainsaws, and air compressors.

Construction-related noises will be limited to construction hours allowable by the City of North Bend's noise control code. If work outside of daytime working hours is required, an application for a variance will be submitted to the City of North Bend.

Once completed, the operation of tools and equipment associated with truck maintenance and washing may generate noise during the day or night. Additionally, trucks on the site may generate noise. None of the noises generated on the completed facility will exceed the City of North Bend's maximum permissible sound level for the site's zoning or that of nearby receiving sites.

3) Proposed measures to reduce or control noise impacts, if any:

All construction and facility operation activities will be consistent with the City of North Bend noise control code. All impacts from noise generated by construction will be short-term and temporary in nature. Construction BMPs will be used to minimize construction noise and could include:

- Using effective vehicle mufflers, engine intake silencers, and engine enclosures, and shutting off equipment when not in use
- Using temporary noise barriers around stationary equipment
- Positioning noise-generating equipment in the project area so that it is as far away as possible from sensitive receptors
- Notifying residents and businesses near active construction areas of upcoming noisy construction activities
- 24-hour construction hotline to promptly respond to questions and complaints

The completed facility will be located in the site interior, separated from adjacent properties and rights-of-way by a densely-vegetated buffer. Sound generated by facility operations will be attenuated and muffled by vegetation and distance.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The site currently appears to be used at least sporadically as an unauthorized encampment. There are currently no authorized uses. Adjacent properties include gas stations, convenience stores, lodging, and light industrial sites. The

proposed project will not affect current land uses on adjacent or nearby properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The site has been used as working forest lands in the past, having last been logged approximately 15-20 years ago. The site does not contain forest land of long-term commercial significance. As a result of the proposed project, approximately 6.25 acres of land will be removed from potential forest production.

The site is not currently in forest land tax status.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

c. Describe any structures on the site.

None

d. Will any structures be demolished? If so, what?

No.

e. What is the current zoning classification of the site?

Interchange Commercial

f. What is the current comprehensive plan designation of the site?

The site is designated Commercial.

g. If applicable, what is the current shoreline master program designation of the site?

The site is not within the shoreline zone.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Most of the City of North Bend, including the project site, is designated as a Category II Critical Aquifer Recharge Area. Most of the City of North Bend, including the project site, is also designated as a Seismic Hazard Area.

i. Approximately how many people would reside or work in the completed project?

Approximately 26 people would work at the completed maintenance facility, including mechanics and truck drivers.

j. Approximately how many people would the completed project displace?

None

k. Proposed measures to avoid or reduce displacement impacts, if any:

None

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposed project is a permitted use for the project site based on current City of North Bend zoning. During the permit approval process, the City of North Bend will be consulted to ensure that the project is compatible with existing and projected land uses and plans. King County will prepare a Critical Area Report evaluating potential impacts to, and mitigation measures in order to protect, water quality in the aquifer protected by the Critical Aquifer Recharge Area.

The City of North Bend anticipates future growth of commercial and light industrial uses in the surrounding neighborhood. The completed facility will be densely screened from surrounding properties, and is not expected to be incompatible with existing or future land use plans for the area.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

None

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None

c. Proposed measures to reduce or control housing impacts, if any:

None

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennae; what is the principal exterior building material(s) proposed?

The maintenance building and staff administration area will be approximately 30 feet, with a conventional pitched roof. There may be photovoltaic solar panels installed on some or all of the roof. The building exterior will be metal, with overhead roll-up doors for truck entry and exit. If a vehicle wash station is included, it may consist of a separate accessory building of similar appearance.

b. What views in the immediate vicinity would be altered or obstructed?

No views in the vicinity will be altered, because the forest stands on the site perimeter will be preserved.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Preserving and enhancing the forest stands on the site perimeter will minimize the project's aesthetic impacts.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Project construction will take place largely during daylight hours. Temporary site lighting may be used at the beginning and end of work days during construction when daylight hours are short.

The completed facility will require sufficient light for safety and security. Outside areas that will be lit at night include entry and exit driveways, truck staging and parking areas, and building entrances.

b. Could light and glare from the finished project be a safety hazard or interfere with views?

No. The site is adjacent to numerous businesses with extensive exterior lighting, including fueling stations and convenience stores.

c. What existing off-site sources of light or glare may affect your proposal?

None

d. Proposed measures to reduce or control light and glare impacts, if any:

All exterior lights will be focused or shielded as necessary to cast light only in areas that require it and to minimize light spilling onto neighboring properties. LEED® requirements for the project include preventing any exterior lights from emitting light past a 90-degree horizontal plane.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

There are no recreational opportunities in the immediate vicinity.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

No buildings, structures, or sites that are listed in or eligible for listing in preservation registers have been identified on the project site. The closest eligible sites to the proposed project, historic resources associated with logging operations, are at least 0.75 mile away.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

No landmarks, features, or other evidence of Indian or historic use have been identified on the project site or in the vicinity. Equinox Research and Consulting International, Inc. conducted a program of shovel testing and monitoring of geotechnical investigations on the project site in 2015, and did not encounter any historic or archaeological resources.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The project was screened by the King County Historic Preservation Program for the presence of cultural and historic resources within the project area and the probability of an inadvertent discovery of cultural resources during project construction. This screening included a review of historic registers, databases including the Washington Department of Archaeology and Historic Preservation's (DAHP) records database ("WISAARD"), historic maps and reports, and predictive GIS modeling.

Equinox Research and Consulting International, Inc. conducted an in-depth review of existing cultural resources reports and databases, thoroughly surveyed the project site with shovel probes, and monitored geotechnical investigations.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

King County will prepare an inadvertent discovery plan (IDP) for project construction. The IDP will provide guidance to contractors for identifying potential cultural resources, and establish procedures to follow in the event of the unanticipated discovery of potential cultural resources in order to protect the discovery until it can be assessed by a professional archaeologist.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area, and describe proposed access to the existing street system. Show on site plans, if any.

The project site is accessible from Interstate 90, Exit 34 then traveling north along 468th Avenue SE. SE 146th Street and SE 144th Street intersect 468th Avenue SE from the south and north sides of the site respectively. 468th Avenue SE is a paved two lane road with existing left turn pockets. In the north bound direction, left turn pockets are provided for SE North Bend Way, access into a truck fueling facility, and a truck parking facility located along the west side of the road. In the south bound direction, one left turn pocket is provided for access onto SE 146th Street. The paved roads are in fair to good condition. Currently, there are no roads accessing the site. Entry and exit driveways for the site will be built from SE 146th Street and SE 144th Street.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The project site is not currently served by public transit. The nearest transit stop is approximately 2 miles away, in downtown North Bend.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The completed facility will include 14 parking spaces for truck staging, and 13 spaces for passenger vehicles. One or more of the passenger vehicle spaces may be reserved for low-emissions vehicles or carpools. The project will not eliminate any existing parking spaces.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Minor improvements to public roads may be necessary in order to connect underground utilities to the site and connect site driveways to SE 146th St. and SE 144th St.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Project construction will require approximately 1,000 truck trips over approximately one year, in order to remove soil and vegetation from the site and deliver materials including concrete, asphalt, and other building materials.

At present, approximately 20 Loop® transport vehicles per day travel through the project area to use the fueling station adjacent to the proposed project site. Based on data related to current and projected use from the Loop® transportation contractor, the completed project will generate, in addition to the current volume of 20 vehicles per day, approximately 4 additional round-trip truck trips per day through the facility for scheduled or unscheduled maintenance. Because each trip associated with the facility will consist of an entry trip and a subsequent exit trip, the completed facility is expected to be associated with approximately 48 total one-way truck trips per day. Approximately 31 of these one-way trips are expected to occur outside of peak commute hours (7-9 am or 4-6 pm), approximately 9 are expected to occur during the morning peak period, and approximately 8 are expected to occur during the evening peak period.

The completed facility is also expected to generate approximately 44 one-way trips per day for passenger or delivery vehicles, again including both an entry and an exit trip. Approximately 26 of these are expected to occur outside of peak commute hours, approximately 7 are expected to occur during the morning peak period, and approximately 11 are expected to occur during the evening peak period.

A traffic study conducted in the project area found an existing Level of Service (LOS) rating of “B” at all intersections affected by the proposed project, which

corresponds to an average 10- to 15-second delay experienced by vehicles approaching each intersection. The study found that the additional volume of vehicle trips generated by the proposed project, when applied to predicted future traffic conditions in the project area assuming a 2.5% annual growth rate, would not increase average vehicle delays at any of the affected intersections.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No.

h. Proposed measures to reduce or control transportation impacts, if any:

Trucks entering and exiting the facility will establish and maintain a consistent, safe travel route.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No.

b. Proposed measures to reduce or control direct impacts on public services, if any:

None

16. Utilities

a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other_____

There are no utilities currently available at the site. Water, sanitary sewer, power, and telephone are located within the adjacent rights-of-way.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The completed facility may connect to some or all of the following: electric, natural gas, water, sewer, refuse, telephone, and cable services. Construction needed to make these connections would generally include excavating and subsequently filling and restoring a trench from a service line in the adjacent rights-of-way onto the property. Electric service will be provided by Tanner Electric, and will require temporary construction activities to connect to underground electric service on SE 144th Street or SE 146th Street Natural gas will be provided by Puget Sound Energy, and will require temporary construction activities along a utility easement connecting the project site to 468th Avenue SE. Water service will be provided by Sallal Water District, and will require temporary construction activities on SE 146th Street Sewer service will be provided by the City of North Bend, and will require temporary construction activities on SE 146th Street Refuse service will be provided by Republic Services. Telephone and cable services will require temporary construction activities on either SE 144th Street or SE 146th Street.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Katherine Fischer

Katherine Fischer, Environmental Programs Managing Supervisor
King County WTD

Date Submitted: 4/7/17

Figure 1. Vicinity map

Attachment 1. King County Greenhouse Gas Emissions Worksheet

King County Greenhouse Gas Emissions Worksheet—King County Loop® Vehicle Maintenance Facility Project

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e)			Lifespan Emissions (MTCO2e)
			Embodied	Energy	Transportation	
Single-Family Home	0		98	672	792	0
Multi-Family Unit in Large Building	0		33	357	766	0
Multi-Family Unit in Small Building	0		54	681	766	0
Mobile Home	0		41	475	709	0
Education		0.0	39	646	361	0
Food Sales		0.0	39	1,541	282	0
Food Service		0.0	39	1,994	561	0
Health Care Inpatient		0.0	39	1,938	582	0
Health Care Outpatient		0.0	39	737	571	0
Lodging		0.0	39	777	117	0
Retail (Other Than Mall)		0.0	39	577	247	0
Office		0.0	39	723	588	0
Public Assembly		0.0	39	733	150	0
Public Order and Safety		0.0	39	899	374	0
Religious Worship		0.0	39	339	129	0
Service		0.0	39	599	266	0
Warehouse and Storage		0.0	39	352	181	0
Other		12.0	39	1,278	257	18890
Vacant		0.0	39	162	47	0

Section II: Pavement

Pavement		121.00				6050

Total Project Emissions: 24940

Note: King County calculated CO2 emissions for this project based on the following general project parameters (for the Building Type "Other"): "Buildings that are industrial or agricultural with some retail space; buildings having several different commercial activities that, together, comprise 50 percent or more of the floorspace, but whose largest single activity is agricultural, industrial / manufacturing, or residential; and all other miscellaneous buildings that do not fit into any other category."
You can find more details on how CO2 emissions were calculated at
http://www.kingcounty.gov/depts/permitting-environmental-review/info/SiteSpecific/ClimateChange.aspx